VON MOLTKE.

Spreeh of the German Count General on the Military Situation.

George Washington's Words Quoted as a Source of Enlightenment.

BERLIN, Feb. 18, 1874. Count Von Moltke spoke at great length yesterday in the Reichstag upon the Army bill for the German Emilie. The address was a brilliant, logical effort, and appears to have been directed more to foreign Powers than to the Germans themselves. Count Von Moltke asserted the necessity of Germany maintaining an available army of and, not soldiers, in order to render the Empire se cure from attack. Doubtless the speech will be translated into all foreign languages, and I theresore baston to send you the substance of the great strategist's remarks :-

COUNT YOU MOLTKE'S SPEECH. I would first of all direct your attention to the question whether Germany will in future have to bear the support of a peace army of 400,000 men. Gentiemen, we shall have to consider the relations or the land internally and externally. Every government must use its income for the actual necessities of the State's existence before it can think of economy, reduction of debt or release from taxation. The first necessity of a State is to see us existence secured against the foreigner. Internally the law protects the right and freedom of the individual; but between State and State there is no arbiter but power. If a tribunal of international arbitration existed it would always lack the executive power, and its decisions would, after all. e decided upon the battle field. Small States can entrust themselves to neutrality and international guarantees; but a great State exists only in itself and out of its own power, and fulfils the object of its existence when it is determined and prepared to assert its existence, its freedom and its right; and to leave a land defenceless were the greatest crime a government could commit.

WAR TAXATION. The wish to spare the taxpayer the immense sums which are annually spent for military purposes and to apply the same to purposes of peace is certainly a very justifiable one. Who would not entertain such a wish? Who does not like to imagine how much good, useful and beautiful, could then be created? But we must not forget at the same time that the economy practised in military matters during a long series of years can be lost in but a single year ("Very true !"). I would remind you of what a single unfortunate campaignthe period from 1808 to 1812-cost our land. These were years of peace in which the actual strength of the army was small, the time of service as short as was possible to make it, and yet Napoleon could boast of having drawn over a milliard from Prussia, then small and poor. We economized in our army because we had to, and then paid tenfold to a foreign one. We should not however, fail to observe that of late years the goverament has likewise provided large sums for purposes of peace; but they are not sufficient. From all sides more and more is demanded; and for this reason I think we have not yet reached the time for any relaxation of taxes. I think that every individual, even the most insignificant, should con tribute something to the support of the State, so that he may not forget that there exists such a thing as a State, which provides for him, and which he again is called upon to protect; for the greatest benefits which people get for nothing are seldom appreciated. How, then, can the State

ments so much is to be accomplished? I mention merely

THE SCHOOL,
because the school is the point where the lever must be inserted if we would protect ourselves against dangers which threaten us, not only from abroad, but from among ourselves—from socialistic and communistic efforts—dangers which can only be removed by a better and more widely dissominated education. (Appause.) The school, gentlemen, does not receive all our youth; and it accompanies them only for a comparatively short distance on the brief way of life. Fortunately, with ma, where education proper ceases the training commences, and hitherto no nation has enjoyed in its lotably such a schooling as ours through the general military system. (Applause.) It has been said that the schoolmasters won our battles for us. Mere knowledge, however, does not clevate men to the point where they are ready to stake life for an idea, for the infiliment of outy, for the honor of the Patherland; to this belongs the whole traing of the man. Not the schoolmaster, but the educator (Erzieher), the State, won our battles for us; the State which during a series of now nearly sixty years trained the nation to corporeal activity and intellectual ireshness, to love of order and punctuality, to loyally and obedience, to the love of Fatherland and manhood. You cannot spare the army in its full strength—for the education and training or the nation.

ARMED EUROPE.

And how about the necessity of the army as against foreigners? It is possible that a later, more fortunate generation—for which we now bear the burdens—may release itself from the condition of armed peace which has now so long bear the burdens—may release itself from the condition of armed peace which has now so long
rested heavily upon Europe. For us, however,
this prospect is not apparent. A great historical
event like the recreation of the German Empire
does not complete itself in a short space of time.
What we in battles won in half a year may need
to be protected with our arms for nalf a century
more in order that what we have gained may
not be taken from us again. (Great applause.)
Germany, by the last war, has won the respect,
but certainly not the love, of her neighbors. Let
us not deceive ourselves on this point. In whatever direction we turn our eyes we find
nations haunted with the idea that Germany
is likely to become a disagreeable neighbor in the
nuture. There is a strong French party in Beigium,
notwithstanding that Germany had repeatedly
saved the independence of that kingdom. Holland has begun to repair the works by which the
country has been inundated, because the inhabitants are unaccountably airsaid of a German attack. There is not a man in Germany who advocates the annexation of Holland, yet it is but too
well known with whom the butten sympathized in
the war of 1870. Even England had recently witnessed the publication of pamphiets contemplating
the chances, not of a French, but of a German nessed the publication of pamphlets contemplating the chances, not of a French, but of a German landing in the country. Denmark increases her coasting vessels and lortifies Zealand, likewise deeming it necessary to prepare against a German descent. Nay, Germany was even charged with the intention of invading the Baltic Provinces of GERMANY AND PRANCE.

the intention of invading the Battle Provinces of Russia and coquetting with the German subjects of Austria.

GERMANY AND FRANCE.

And now, gentlemen, permit me to give a corsory glance at our interesting neighbor. France is placed in the necessity of reorganizing her entire military system. While our armies were in France we had nearly the whole of the French army with us. This army was given back to France after the conclusion of peace and now constitutes a valuable basis for all new formations. France has now faithfully copied all our military institutions—of course without naming the original—with French names as original French ideas, of-spring of the great revolution, which the Germans only adopted a little earlier than themselves. General military service has been introduced with a term of twenty years of service, while with us it is but twelve. The law, likewise, has been made retrogressive, so that many Frenchmen, who had long ago served their time, found themselves once more hable to military duty. The French government is now possessed of an active army of 1,20,000 men and a territorial force of 1,000,000 more. France has now 152 regiments of infantry, instead of 116 as before the war; 232 batteries, instead of 116 as before the war; 233 batteries, instead of 116 as before the war; 233 batteries, instead of 116 as before the war; 235 batteries, instead of 116 as before the war; 235 batteries, instead of 116 as before the war; 235 batteries, instead of 116 as before the war; 235 batteries, instead of 116 as before the war of 1870 with eight corps d'armée, has now infecten, and, while Germany Interto spent less than 100,000,000 thalers on her troops, does not hesitate to appropriate 171,000,000 thairs for the like purpose. The French Legislative Assembly the other day actually lorded an extra sum of 17,000,000 thairs on her troops, does not hesitate to appropriate 171,000,000 thairs for the like purpose. The French Legislative Assembly the other decat with more dignity than would appear to be the case

reason, at a greater cost of money and life. I remind you only of the last American war of secession, which had to be carried on on both sides in great part by militia. Bancrott has given us, in his excellent history of the United States, Washington's coming of militia. Notating could be more unpopular than the demand made that Congress should establish a standing army. This might appear strange, but Washington thus expresses himselfications, repadintes so perfectly clear and determinedly a confidence in militia that no one who treasures order, regularity and economy, or loves his own honor, his character and peace of soul, would risk these on the results of an undertaking with militia." And somewhat later he writes:—"Snort time of service and an un ounoed confidence in the militia are the causes of all our misnaps and the growth of our debt." The war was ended, as is well known, by a small corps of but 6,000 men, but real soldiers. Gentlemen, France has twice tried the militia: but the French war office, appear anything but the efficient force they have been hitherto represented. In 1870, though so many brave and patriotic men were called to arms by the French government when the whole French army had been made prisoners, they were unable to regist the onshaught of real troops. As to the iranocurars, they never scayed the progress of the German army for a single day, though they necessarily gave the German measures a harshness which might be lamented, but could not have been avoided. This and the danger there was in arming the people promiscuously when socialistic tenets were being openly preached altogener excluded the militar project that had been started in another quarter. A standing army, therefore, was a necessity-of the times, and Count Von Moicke could not but ask the House to vote the figure of 401,000 rank and file as a peace footing once for alt. "It they were to re-discuss the mutary budget every year military matters would be kept in a constant state of uncertainty; for any alteration that might b reason, at a greater cost of money and life. I remind you only of the last American war of secession.

of twelve years, the time of service exacted from the individual solder."

CONCLUSION.

"Now, gentlemen," concluded Count Von Mottke "the test-intended cannot live in peace, if the evil neighbor does not will it so. But I think we shall show the world that we have become a mighty bation, and that we have remained a peace-loving nation—a nation which does not need war in order to make conquests. (Very true.") I do not know, indeed, what we should do with a conquered province of Russia or France. (Laughter.) I hope that for many years to come we shall not only keep peace, but bid peace. (Very good.") Perhaps then the world will be convinced that a powerful Germany in the centre of Europe. But in order to command peace we must be prepared for war; and I think we stand before the decision either to say that in view of the present political relations of Europe we do not need a strong army, rendy for emergencies, or to grant that which is necessary for the maintenance of one." (Great appliause.)

THE BUREAU OF CHARITIES.

Proceedings of the Board Yesterday Unauthorized Use of Names as Managers of So-Called Charities-Pauper Servants who Will Work Only for Extravagant Wages.

The Committee of Nine, constituting the Bureau of Charities, held its regular meeting yesterday, Mr. Theodore Roosevelt in the chair. The Secretary presented an interesting report of a visit made to the office of the Overseers of the Poor in the Charity Building in Boston, where the system of that city had been examined and explained by the Superintendent. There are 130 organizations for the renef of the poor in Boston, the principal ones having their offices at the Central Bureau, in the Charity Building. The centralization of these benevolent societies under one roof has diminished house-to-house begging very considerably, every police officer or citizen who happens to meet or of these beggars knowing now just where to send

the Free Labor Bureau, transmitted by the Commissioners of Charities and Correction, was read, which stated that for the last month, since the establishment of the several soup houses and other places where the applicant can receive food, and in some cases lodging, many persons have refused to work unless their extravagant demands fo wages were complied with, saying that, as they had everything necessary to live, they would not work unless their conditions were accepted. Servants

A communication from the Superintendent of

unless their conditions were accepted. Servants for general work demand \$14 and \$15 a month, and reluse \$10 and \$12. Last week there were calls for nine males, but only three could be filled, as the men demanded \$20 a month and board for ordinary farm labor, and employers were only willing to pay from \$12 to \$15. Servant girls complain that it is none of the Superintendent's business to advise them to take less wages in order to obtain a home. Impertinence had been carried to such an extent that it had been necessary in some cases to order the persons concerned. order to obtain a home. Impertinence had been carried to such an extent that it had been necessary in some cases to order the persons concerned off the premises. This state of things, which was giving the bureau a bad repute, the Superintendent ascribed directly to the establishment of soup houses, dormitories and free lunches in the city, thus enabling the help, for which the demand was great, to refuse fair offers.

In the case of the Juvenile Guardian Society of New York, in consideration of the fact that the Board of State Commissioners of Fublic Charities at Albany had reported the Juvenile Guardian Society apparently unnecessary and the expenditures extravagant for the work accomplished, the bureau deems it not commendable to public confidence and support.

A letter was read from the Secretary of the Children's Ald Society, stating that, although the special object of the society is not to distribute alms, certain moneys specially entrusted to it have been distributed among 600 families who were in want.

were in want.

The total number of beneficiaries of the benevo-lent institutions now on the list of the bureau

lent institutions now on the list of the bureau amounts to 13,500.

Letters from William Culien Bryant, R. B. Minturn and Charles O'Conor were read, in which the writers declare their ignorance of the existence of a society called the Society for the Education and Advancement of Young Seamen, and state that their names as managers of that institution are used without their knowledge. A similar letter from Rev. Thomas Vermilye concerning the "Kipp's Bay Mission" was submitted.

About twenty gentlemen have volunteered by subscription to pay the expenses of the burean, the untroubled existence of which will probably thereby be entirely covered and secured.

THE BROOKLYN SOUP KITCHENS. At the Fourth precinct station soup house 3,263

persons were furnished with bread and soup yes-In the Tenth precinct soup kitchen, Bergen street, 1,065 quarts of soup was boiled and dis-

There are 798 inmates in the Kings County Almshouse, 407 in the Nursery, 387 in the Hospital and 844 in the Lunatic Asylum.

POVERTY IN THE WEST. Destitution Among the Settlers in lows.

CHICAGO, Ill., March 12, 1874.
Despatches from northwestern Iowa report continued suffering among the settlers on homesteads in Osceola, Lyon, and other counties in the extreme northwestern portion of the State, caused by the failure of the crops. Dr. McCoy. of lowa, is now here sonciting aid for the sufferers, and has already collected some \$600. The Board of Trade have appointed a committee to soilet donations from members of the Board and others.

FIRES IN BOSTON.

A Night of Alarms-Ten Conflagrations in as Many Hours-The Losses.

Boston, March 12, 1874. Ten alarms of fire occurred during last night, keeping the firemen almost constantly on the move, and owing to the fierce northwesterly wind and extreme cold caused unusual excitement and anxiety. Only two of the fires were extensive. One on Plympton street destroyed Robinson Gill's block, occupied mostly for mechanical purposes, and causing a loss of \$25,000. Another, in Commercial street, caused a loss of about \$65,000. Among the sufferers were Atwood & Co., oyster dealers; Eustis & Darling, flour commission merchants; B. Paislier & Co., commission merchants; Knight & McIntyre, provisions; Atwood & Hewitt, commission merchants; Killam Loud & Co., ship offokers; Gerrish & French, wholesate fish dealers; Richardson & Son, commission merchants; D. H. Rivers, ship carver; L. Parks, signmaker, and Clapp & Putnam, sailmakers. The property was mostly insured. One on Plympton street destroyed Robinson Giil's

DEVASTATION BY FIRE The Business Part of Lexington, Ind., Destroyed. CINCINNATI, March 12, 1874

A fire at Lexington, Scott county, Ind., last night, destroyed five of the principal stores, one dwelling and a livery stable, with five horses. The loss is probably \$25,000; partly insured.

FIRES IN NEW ORLEANS.

NEW OBLEANS, March 12, 1874. A fire, corner of Morais and St. Louis streets, today caused a loss of about \$15,000.
Three residences on St. Mary's street and one on St. Andrew's street were also burned and several adjoining buildings were dainaged. The loss is estimated at \$40,000.

THE STATE CAPITAL.

Various Railroad Bills-The Supply Bill Introduced-A Proposition to Amend the Sunday Law-State Taxes in the City of New York-Action of the Canal Board-Vanderbilt's Rapid Transit Scheme.

ALBANY, March 12, 1874. That Gas Meter Inspector of New York, who was paid by the gas companies, was about as useful in the way of protecting the interests of the consumers as the statue of Washington in Union square. A bill was introduced to-day by Mr. Lincoin, of Ontario, providing for a Gas Commismissioner, who shall be appointed by the Mayer, receive \$5,000 a year and have no connection with any gas companies. If an honest man can be found to do the duties of the position and save consumers from being swindled by the gas companies, his salary will not be too high, and he can

AN OLD BILL BACK AGAIN. Last year a bill was introduced for a railroad on Thirty-lourth street, from river to river. It passed the Senate, but was killed in the Assembly. To-day a similar bill was introduced by Mr. Healey for a street car railroad commencing at Thirty-fourth street, on the East River, and extending across town to the Hudson; also proceeding from the intersection of Madison avenue and Thirty-tourth street along Madison avenue to Forty-second, along Forty-second to Ninth avenue and along Ninth avenue to Thirty-fourth. The three principal incorporators are William King, Edward A. Boyd and John R. Platt.

THE EVERLASTING GILBERT ELEVATED. The Gibert Elevated road, which was chartered over five years ago. and is still in embryo, comes here again with as cool check as ever, and asks for turther legislative favors. The company wants a year and a nail after the passage of the bill introduced in Senate and Assembly to day to construct its road to Forty-second street, six months in addition to construct the same to Fifty-ninth street, one year in addition to construct the same to Eighty-sixth street, and six months in addition to finish it off to the Hariem River; and the usual provision comes in at the end, that no omission to construct any portion shall work a forieiture of

the franchise. Mr. Wagstaff, of the Assembly, is so conspicuous-being nearly seven feet high-that he is singled out by everybody who wants a bill introduced which has a big interest for somebody and no interest for the general public. His bill, or the one he was asked to stand sponsor for, to regulate the use of piers, wharves and slips in the city of New York, is nothing more than a monstrous grab at the ship privileges of the port. It provides that the Port Warden shall set aside for the sole use of

at the ship privileges of the port. It provides that the Port Warden shall set aside for the sole use of certain kinds of commerce wharves, piers, bulkheads, &c., and the same person shall also have power to give by written liceuse the exclusive use of piers to those who lease them.

THE OLD VIADUCT BOAD.

A bill resurrecting the oil viaduct railroad, which only for the bad hands into which it fell in the time of the lammany ring is still a far better design for rapid transit than any now before the Legislature, was introduced to-day by Mr. Morrav, it asks for the extension of the time for the building of the road until the 1st of January, 1s75. It shall be managed by nine directors and an election to be held annually. It shall be built under the supervision of a board of engineers consisting of General Quancy A. Gilmore, W. W. Evans, and the Engineer-In-Chef of the Department of Public Works. It proposes an issue of \$10,000,000, the interest on which is to be guaranteed by the city.

Taying to Make An Honest Fenny.

It is customary to allow damages where property is affected by the opening of streets in the city of New York, and on this head vast sums of money have been paid out from time to time, but a bill of Mr. O'Callaghan introduced to-day proposes to give damages to those who think they have reason to complain of the closing of any streets in the metropolis, and, says the bill:—"it shall be the duty of the Board of Assessors, non the written application of the owner of any land, buildings or structures damaged by the closing of any street, road or avenue, to make an estimate of the damages, and on that a written award specifying the amount of damages shall be filed with the Comptroller and be considered a debt against the city." It would be funny if the city had to pay or the damage done to the real estate of the damages, and on that a written award specifying the amount of damages shall be filed with the Comptroller and be considered a debt against the city." It would be funny if the city had to pay or

give them five years more to make an attempt towards carrying it into effect.

Bills relative to Brooklyn come pouring in rather
numerously. The republican charter, passed for
that city last year, is threatened with all kinds of
amendments, coming chiefly from the democrats,
and these amendatory charters are encountered
by measures of a retailatory character originating
with the republican leaders in Brooklyn.
The Brooklyn delegation in the Legislature is a curious and inexplicable compound. The members hang together like a
bunca of grapes and, as there is no man of incividual force among them, there is never much dispound. The members hang together like a bunch of grapes and, as there is no man of individual force among them, there is never much discussion heard on anything concerning the City of Churcaes. The bills affecting Brooklyn come and go like snow flakes in April. A bill might be introduced and passed to abolish Henry Ward Beecher and tumble down Taimage's Tabernacle for all the opposition it might hope to encounter from the Brooklyn members. True there is Jacobs in the Senate, who can speak a piece very well and is spry and plucky on all occasions, and there is Melvin in the Assembly, who will develop into a Daniel Webster if he live long enough and don't get too fat; but the rest are only so so, and yet, singular to tell, they manage to bring in an immense number of bills and push them along through the different stages of legislalation. The Brooklyn Silent Safety Railroad bill has a title which aptly illustrates the Brooklyn members. Their motto is "Silence and safety," and it should be prefixed to the title of every bill they introduce. Occasionally there are safety," and it should be prefixed to the title of every bill they introduce. Occasionally there are little differences in this happy family when orders come from their superior officers in Brooklyn to do such and such a thing, which separates them on political lines for a day or two, but they come together again with a taciturn unanimity that is respective tomorphic.

on political lines for a day of two, but they come together again with a tactium unanimity that is perfectly touching.

THE SUPPLY BILL.

The Supply bill was introduced to-day to take its place on general orders. It was referred back to the committee until the reports concerning the appropriations for public buildings are ready. In other respects it is finished. It stands thus for about \$200,000 less than last year's bill. It is thought that only \$700,000 or \$800,000 will be added.

TO AMEND THE SUNDAY LAW.

Mr. Scherman introduced a bill in the Assembly to amend the act in reference to the observance of Sunday. It provides as follows:—

SECTION I.—No person or persons, society or corporation shall be prevented from Keeping open on the first day of the week, commonly called Sunday, any lawful place of amusement or entertainment, or from carrying on at said place any business for which the same place is licensed, except as ferrimanter provided.

SEC. 2.—No such place of amusement or entertainment, situated within one block of any church or other house of worship, shall remain open during the hours of alvine service in said church or house of worship, or for a hall hour before the commencement or after the conclusion of said service.

STATE TAXES IN NEW YORK.

a hall hour before the commencement or after the conclusion of said service.

STATE TAXES IN NEW YORK,

In the Senate to-day Mr. Wood, from the Finance Committee, reported an amended bill for the payment of State taxes by the city of New York. It provides that Comptrolle Green may issue revenue bonds for such amounts as may from time to time become necessary to meet such quota of the State taxes for such periods and at such rate of interest as the comptroller may desire, not to exceed seven per cent. Those bonds authorized by section 3, chapter 95 of the Laws of 1873 shall be designated "New York County Bonds for the State Sinking Fund Deficiency," and shall be signed by the Comptroller and Mayor of New York and sealed with the seal of the Board of Supervisors, and to run thirty years. In said issue of bonds there shall be included the sum of \$255,107 inferest, which has accrued on the amount of tax for which said toods are authorized, in accordance with existing provisions of law. The Board of Supervisors are directed to raise by tax in each year, commencing in 1874, a sum equal to one-tenth part of the principal of said bonds to be paid to the Commissioners of the Sinking Fund of Said city.

ACTION OF THE CANAL BOARD.

ACTION OF THE CANAL BOARD. The Canal Board to-day appointed H. V. Spencer, of Fulton, superintendent of section No. 20 swego Canal, and Byron M. Hanks resident engineer. The following resolution, adopted February 24, was rescinded:—

Resolved, That the master or owner of every boat nati-

Resolved, That the master or owner of every boat navigating any of the canals of the State shail protuct, to be succertained by actual weight at some in the weigh locks upon the canals, the true light weight at some each year, and the weigh master weighting every such boat shall give to the master or owner thereof a certificate, stating the troe light weight of such boat at sacertained by his weigh lock, and stating in every such certificate the accurate measure of the water in the boat when so weighted; and every person who shall violate this regulation shall be liable to a fine of \$25, and that all collectors may in their discretter refuse to clear any boat until the light weight is ascertained as above prescribed.

The Board adjourned until Tuesday, the 17th inst. THE NEW YORK EALLROAD COMPANY.

Mr. Murray's bill to amend the several acts relative to the New York Railroad Company extends the time for commencing the same till January 1, 1875. The road is to be constructed under the supervision of a board of engineers, consisting of

General Q. A. Gilmore, Waiton W. Evans and the Engineer-in-Chief of the Bepartment of Public Works of New York. It authorizes the company to suart its road from such point as is best for the proper working of it, subject to the approval of the board of engineers. The company may issue bonds to secure payment for the right of way, construction, &c., for the payment of which they shall execute a mortgage on their property to a trustee appointed by the directors. The provision in the original bill which authorizes the authorities of the city of New York to subscribe to the stock is rerealed, but requires these authorities to guarantee the payment of the interest on the bonds, on an amount not exceeding \$10,000,000, for the period of twenty years.

an amount not exceeding \$10,000,000, for the period of twenty years.

VANDERBILE'S RAPID TRANSIT.

The Assembly Committee on Raifroads gave a hearing this afternoon to Mr. Buckhout, Chief Engineer of Commodore Vanderchit's Raifroad, in regard to the 'Rapid Transit but introduced yesterday. Mr. Buckhout exhibited several diagrams of the intended road, by which it appears the track is to be sustained at an elevation of fourteen and one-half feet by columns sixteen feet apart, extending over the track of the present street carraitroad. The floor of the road is to be twenty-lour feet wide, bearing two tracks, with smokeless locomotives and light cars, with side entrances. He said the road could be built in one year. A branch is to be projected across the East River Bridge to Brooklyn.

was argued by Junge Flanagan, of the Tenth Judicial district, before the Atterney General, in regularities are alleged to exist in elections. The case of The People, ex relatio Benjamin Welch, Jr., vs. Cook (8th N. Y. Reports) was cited by the Judge and deemed conclusive by the Attorney General.

AMERICAN SHIP BUILDING.

The Repairing of the Steamship Pennsylvania-The Lessons of the Late Terrible storm and Disaster Unheeded-Six Iron Vessels Constructing at Philadel-

PHILADELPHIA, March 12, 1874. The American steamship Pennsylvania is now undergoing repairs at the shipyard of Cramp & Sons, located near the foot of Norris street, in this city. The steamer was advertised to leave this city for Liverpool yesterday, but, of course, the damages done during the recent terrific storm-the disasters of which were reported exclusively in the HERALD-rendered her departure impossible. According to the official report rendered by the officers of the line the ship had sustained but little damage, and could at once be made ready for sea again, but on visiting her to-day it was found that her main deck fixtures, &c., are terribly damaged, and have been almost entirely carried away. Her bridge is only partially carried away, but her life-boats, without exception, may

be regarded as TOTAL WRECKS, so severe was the power and force of the waves. Several of the iron stancheons upon her port and starboard sides were snapped in the gale as if they had been pipe stems, while the iron work of her entire main deck is severely strained and de-formed. Two of the iron beams in her bow have been broken, and much of her joiner's work has been wrenched from its place. It is sale to say that the Pennsylvania will not again be ready for

that the Pennsylvania will not again be ready for sea for fully SIX weeks.

A great many changes will be incorporated in the refitting of the vessel. Hitherto the officers' quarters have been upon the main deck, but hereafter they will be below. No persuasion upon the part of the community, however, can convince the company that all houses above deck should be constructed of iron, as they are upon the vessels of other European lines; hence the American Steamship Company have ordered that the deck houses and hatches carried away in the storm be reconstructed of wood. structed of wood.

and hatches carried away in the storm be reconstructed of wood.

Hitherto the lifeboats have been one-half metallic and one-half wood. Upon inquiries from the singwrights to-day it was learned that they were in doubt whether to construct the line boats of metal or of wood. It will cost uilly \$10,000 to prepare the ship for sea again, and it seems that the managers are desirous of fitting her in the most rapid and expedient manner possible. It appears that she will go upon the broad Atlantic once again, despite the loss of three brave officers, and her terrible experience of the storm, with wooden deck houses, wooden hatches, and wooden his boats, which another storm like the last may carry away, with a corresponding loss of human life.

Six New Hero Versells.

The shippards present a scene of wonderful industry and activity. There are six separate vessels upon the stocks, and all of them constructing for the Reading Railrond line. A common model forms the plan of all. They are all constructing of iron. The length of each is 250 feet, with 37.6 inches beam, 20 feet deep and a capacity of 1,500 tons. They are named as ioliows:—

Reading—To go to sea at once.

incaes beam, 20 feet deep and a capacity of 1,500 tons. They are named as iolows:—
Reading—To go to sea at once.
Harrisburg—Launched February 15.
Laneaster—To be launched Monday, March 16.
Williamsport—To be launched May 16.
Allentown—To be launched May 16.
Pottsville—To be launched June 16.
It will thus be seen that the capacities of the yard are such as to enable the launching of a full rigged from ship complete once in every month.
This is another triumph of American industry of no little import to American commerce.

AUGUSTA JOCKEY CLUB.

Jim Binton the Winner of the Hurdle Race, and Limestone the Mile Heats. AUGUSTA, Ga., March 12, 1874.

The race track in the fair grounds was opened to-day under the auspices of the Augusta Jockey Club. The weather was fine, the track in excellent condition and the attendance very good. The first was a hurdle race, one and a half miles, over ars, was a nurule race, one and a natimites, over six hurdles, first horse to receive \$150, second \$30, and the third \$20. The entries were Major Bacon's bay geiding Jim Hinton, L. A. Hitchcock's gray horse Firebail and Dr. Weidon's prown gelding Midnight. Firebail fell at the first hurdle, slightly mjuring the jockey. Midnight fell heavily at the third hurdle and severely bruised his rider. Hinton won the race in 3:22½.

Time, 3:22%.
Time, 3:22%.
The second race was mile heats, purse of \$275.
There were two entries, L. A. Hitcurock's chestnut coit Limestone and Major Bacfon's bay flily
Lady Washington, Limestone won the first heat
in 1:50% and the second in 1:51%.

SAME DAY.—Purse \$275, mile heats; first horse
\$225, second \$50.

\$255, second \$50.

L. A. Hitchcock's ch. c. Limestone, 4 years old, by War Dance, dam Transylvania. 1 1 Major Bacon's b. f. Lady Washington (Maid of Orange), 3 years old, by Beacon, dam Maiden 2 2 Time, 1:50%—1:51%.

The races will be continued on Friday and Saturday.

WOMAN SUFFRAGE IN IOWA.

DES MOINES, March 12, 1874.

The Senate to-day, after a long debate, adopted a joint resolution of the House for a constitutional amendment giving women the right of suffrage by a vote of 27 to 1.

SHIPPING NEWS.

OCEAN STEAMSHIPS.

DATES OF DEPARTURE FROM NEW YORK FOR THE
MONTHS OF MARCH AND APRIL.

Steamer. | Saila | Destination. | Office.

		Committee of the Commit	- Spring
City of Baitimore.	M'ch 14	Liverpool,	15 Broadway.
Spain	Web Id	Laverbool	19 Broadway.
Olympia			4 Bowling Green
Angua	M ch 14.	Glasgow	7 Bowling Green
Main	M'ch 14	Bremen	2 Bowling Green
Manhattan			29 Broadway.
			4 Bowling Green
		Giasgow	7 Bowling Green
City of Excemend			61 Broadway.
Oceanic			19 Broadway.
Canada		Liverpool	69 Broadway.
State of Penn'a			72 Broadway.
Pereire			58 Broadway.
			2 Bowling Green
Thuringin			61 Broadway
Westphana	April 2	Hamburg	61 Broadway.

PORT OF NEW YORK, MARCH 12, 1874.

Steamship City of New York, Deaken, Havana—F Alexandre & Sons Steamship Neutune, Berry, Boston—H F Dimock. Ship inverness (nr), Hutchinson, London—Bowring & Archibaid. Bark J F Whitney (Br), Spicer, Liverpool—J F Whit-ney & Co. Bark J F Whitney (Br), Spicer, Everpool S Halleney & Co.

Bark Braziliera (Ger), Jachens, Bichmond, Va-Funch,
Edye & Co.

Brig Neille Antrim, Wischman, Rio Grande do SulBrett, Son & Co.

Brig Mary E Pennell, Eaton, Cardenas-Brett, Son &

Brig P M Tinker, Barnard, Havana—Ias F Ward & Co.
Brig Ernestine, Knight, Norfolk—Brett, Son & Co.
Schr & Clifford, McDonald, Beize, Porto Cabello and
Port Limon—Leayerant & Co.
Schr Dick Williams, Corson, Newbern, NC—Overton &
Hawkins. Schr Dexter, Erricson, Fredericksburg, Va-Overton & Hawkins.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamship Castalia (Br.) Glasgow Feb 25, with mose and 18 passengers to Henderson Bros. March 5, no lat. &c. passed a Cunard stemer bound E; same day, a German steamer bound do: 6th, a North German Lloydis steamer bound do: 1th, a State line steamer bound do; same time, a Cunard steamer bound do; same day, a Hamburg steamer bound do.

Steamship City of can Antonio. Pennington. Calveston with mose and passengers to Chas H Mallory & Co. Steamship Wanoke, Couch, Richmond, City Four and Nortolk, with mose and passengers to the old Dominion Steamship Co.

Steamship Co.

teamship Co.
Steamship Albernarie, Kelly, Norfolk, with mase and assengers to the Old Dominion Steamship Co.
Steamship North Point, soley, Philadeiphia, with indice of the Lorillard Steamship Co.
Schr George H Squires, Halvey, Jacksonville 10 days, with lumber to Drew & Buck! vessel to Overton & Haw-

ns. Schr Trott Ring, Bradford, Charleston 14 days, with mber to master. Had strong N and NW winds the enlumber to master. Had strong 8 and tire passage. Schr Harry Landell, Taylor, Virginia, with wood to H P Havens. Schr J H Rapp. Cole, Virginia, with wood to T G Ben-Sehr Rebeece Knight, Leek, Virginia, with wood to T light, Rogers, Virginia, with wood to T G

car adontight, Rogers, Virginia, with wood to T icar George H Hoyt, Deacon, Virginia, with wood to T Benton & Sons.

B Benton & Sons

Schr Yankee Boodie, Malmsburv, Virginia.
Schr Mary Jane, Allen Virginia.
Schr Mary Jane, Allen Virginia.
Schr Sarah Mills, Miller, Virginia.
Schr Ja Chamberlin, Bulley Virginia.
Schr Ja Chamberlin, Bulley Virginia.
Schr John Mosser, Brown, Virginia.
Schr Charles R Washington, Holbrook, Virginia.
Schr Charles R Washington, Holbrook, Virginia.
Schr M L Compton, Mahady, Virginia.
Schr Sarah A Burr, Arnold, Virginia.
Schr M J Dearborn, Scull, Georgetown, DC, for New
Haven.

Haven.
Schr S J Fort, Predmore, Baltimore,
Schr Jacob Kjenzle, Steelman, Baltimore for Boston,
Schr R W Huddell, Deputy, Baltimore for Sow Haven,
Schr B A Hoffman, Hoffman, Philadelphia for Boston,
Schr S L Simmons, Gandy, Philadelphia for Fall River, Passed Through Hell Gate. BOUND SOUTH.

Steamship Tillie, Bailey, New London for New York, with andse and nassencers.

Schrearah R Thomas, Arnold, New Haven for New York.

York.
Schr M W Griffing, Stocking, New Haven for New Sehr M W Griffing, Stocking, New Haven for New York.
Schr Sarah Laverne, Smith, Branferd for New York.
Schr Ada Ames, Walker, New Haven for New York.
Schr A J Bentley, Williams, New Haven for New York.
Schr Mariner, Rien, Greenwich for New York, with
stone to order.

BOUND EAST. BOUND EAST,
Steamship Chesapeake, Johnson, New York for Port-

Steamship Nereus, Berry, New York for Boston. Bark J F Whitney (Br), Spicer, New York for Liver-Schr Hannah E Brown, Sackett, New York for Northport. Schr G R Vreeland, Van Clief, Baltimore for New Ha-

Schr G R Vreeland, Van Clief, Baltimore for New Haven.

Schr Brundy wine, Fengar, New York for Providence
Schr J Clark, Northam, New York for Providence.
Schr America, Lugraham, Haltimore for New Bedford,
Schr Lucy M Jenkins, Jenkins, Virginia for Fairhaven,
Schr Charlie Miller, Harris, Virginia for New Hedford,
Schr J N Ayres, Provost, New York for Stamford,
Schr John A Lewis, Hopkins, Virginia for New Haven,
Schr Amos Fanikenburg, Rackett, Hoboken for Providence.

ence.
Schr Roena Arabella, Robbins, Virginia for Providence,
Schr T C Lyman, Hill, Elizabethport for New Haven.
Schr Hunter, Green, New York for Dighton.
Schr C C smith, Phillips, New York for Tannton.
Schr Demory Gray, Brewster, Charleston, SC, for New
Javen.

aven. Schr T S McLellan, Farr, Hoboken for Brunswick. Schr J G Fell. Nickerson. Elizabethport for Provience.
Schr Wm Farron, Linsey, Virginia for New Haven.
Schr Mail, Meade, New York for Greenwich.
Schr Mary Slow, Rankin, New York for New Haven.
Schr E F Meaney, Lewis, New York for Providence.
Schr Earatoga. Mickerson, Elizabethport for Pawschr W S Shompson, Raynor, New York for New Haven. Schr James Bodine, Baker, New York for Somerset. Schr Salmon Washburne, Hathaway, New York for aunton. Schr S H Sharp, Webb, New York for Boston. Schr Orlando Smith, Ferris, New York for Portchester. Steamer Albatross, Davis, New York for Fail River. Steamer Gulatea, Gale, New York for Provinces.

Steamships City of New York, for Havana; Isaac Bell, Richmond, &c; ship Hebe (Nor), Londoff; barks Thomas Brooks, St Jago; Golden Fleece (Br.) Barbados; La Plata, Caibarlen; Ann (Aus), Cork; Royal Harrie (Br.), Matanzas; Braziliera (Ger), Kichmond; brigs Olive (Br.), Port an Prince; Citizen (Br.), Waterrord; P. M. Tinker, Havana; Robert Mowe (Br.), Barbados; schrs Raiph Carlton, Havana; E. S. Powell, Wilmington, NC. Wind at sunset NW, fresh.

Marine Disasters.

STRAMERIP WISCOSSIN (Br), Freeman, from New York for Liverpool, before reported arrived at Queenstown 10th inst, disabled, had shaft broken.

BRIG NINWAUKEE, from Leghorn for Boston, ashore on Pasque Island, remains as before reported. Her cargo function, rags, olive oil, &c. is being discharged into

Schr Lucy D—A survey has been held on schr Lucy D, before reported at Vineyard Haven, and divers have made an examination of her bottom. A piece of her tales keel is gone, and the oakum around her sterupost is started. She will proceed to New Bedford for necessary repairs. Sour Fernance and the from Rockland for New York, with a cargo of time, went ashore on tape Poge night of 10th, and was leaking badly the next morning. Parties from Vineyard Haven had contracted to get her off for \$10.

STORM HELENA AMES, with 750 tons of coal and in a sinking condition, was towed to Newcastle, Del, from the Delaware Breakwater last evening (12th). The tug's numps and her own were kept working continually to prevent her from sinking.

Schr Kitty Streems. Anderson, before reported put into St Thomas disabled and leaking, was bound from Philadelphia to Port Spain

SCHR GEORGETTA LAWRENCE, from New York for Beyrout, which put into Cyprus damaged, would have to discharge. discharge.

STEAMER ANOS BARSTOW, from New York for Providence, went aground yesterfay (12th), AM, on Governor's Table Rock, lower end of Blackwell's Island, Lighters are alongside taking out her cargo. It was expected she would get off at high water last evening. Fifty-four bales of cotton were reported March 5 as having druited ashore on the beach north of Watcharding Holes, and 93 at the Injet, supposed to be part of the cargo of schr Queen of the South, from Mobile for Boston, before reported wrecked. Capt Crillon was looking after it.

ooking after it.

Provrusack, March 12—A schooner from New York for Somerset, with iron, is badly ashore on Goat Island, Newport harbor.

Miscellancous.

Sonn Connetta, of Croton, owned by Capt Robert Morgan and others, has been sold to parties in Maine for about \$4000 cash.

gan and others, has been sold to parties in Maine for about \$4600 cash.

The schooner launched at Duxbury some two weeks since has been named Annie S Conant, and is now loading at Boston for New Orleans.

Shirbuilding—Mr Henry W Painter, of New Haven, has contracted with albert Thomas & Son, of West Haven, to build a fine three masted schooner of the following dimensions:—32 feet keel, 10 feet between hold and 5½ feet between decks; to cost about \$35,000. She is to be used in the general coasting trade.

Geo W Jackman, Jr. will probably begin work on the new ship, recently contracted for, on Monday next. Then there will be four snips actually in building on the Merrimac, with other contracts, already made, to commence upon as soon as those now on the stocks shall be launched.

Capt N L Thompson of Farst have the sound stocks shall be Taunched to the second of the Notice to Mariners.

The Flew Buoy on Pollock Rip is reported by steam-ship Franconia, from New York, at Portland March II, as gone from its position.

as gone from its position.

BLACK SEA—ALTERATION IN LIGHTS, ODESSA.

The Russian government is given nonce that, from the 18th of January, 1874, the two red vortical lights exhibited at the end of the Quarantine Mole. Odessa, would be discontinued, and that instead thereof a light-vessel would be placed near the end of the Mole (now in course of construction), for the winter season.

Sinc light-vessel exhibits a fixed white light, elevated to test above the level of the sea, and in clear weather should be seen from a distance of seven miles.

The vessel is built of from, painted black, and has two masts, each surmounted with a perforated globe painted blue.

masts, each surmounted with a perforated globe painted blue.

In foggy weather a bell will be rung for ten minutes at intervals of five minutes.

Note—in case of ice, or the freezing over of the roads, the light-vessel will be removed, and replaced when the danger from ice is past.

Also, that the lighthouse of Tsarigrad, or South Pass, Dniester River, has been destroyed by a storm, and the light in consequence is not now exhibited.

By command of their lordships.

FREDERICK J. EVANS, Hydrographer.

Hydbographic Office, Admiratty, London, 1ed 19, 1874.

Spoken.

Bark Egrement (Br), Kinney, from Whitehaven for Deboy, Feb 20, lat 48 33, lon 14 27.

NOTICE TO MERCHANTS AND SHIP CAPTAINS.

Merchants, shipping agents and ship captains are in formed that by telegraphing to the Herald London Bureau, No. 46 Fleet street, the arrivals at and departures from European ports, and other ports abroad, of American vessels, the same will be capled to this coun-try free of charge and published.

OUR CABLE SHIPPING NEWS.

TELEGRAM TO HE NEW YORK HERALD. Total Wreck of a British Steamship

Near Hong Kong-Italian Bark Risurrezione at Falmouth in Distress-British Bark Columbus Towed Into Scilly Leaky-Arrivals and Sailings of Vessels. London, March 12, 1874.

STEAMER WREURED.

A despatch from Singapore to-day states that the steamship Sun Foo (Br), belonging to the Australian Steam Navigation Company, was stranded thirty miles from Horg Kong, and will become a total wreck. [The S F registered 918 tons, and was built in Glasgow in 1871.]

Peb 4 for Overnstown, put into Palmouth to-day baffy damaged, having lost maintonnast and mizzentopgal-lantmast, had wheel house stove, and other damage.

lantmast, had wheel house stove, and other damage.

TOWED IN LFAKY.

Bark Columbus (Br), Pomery, from Darien Jan 10 for
Waterford, I. was towed into Scilly to-day leaky. It required all hands at the pumps to keep her clear. ARRIVALS.

Arrived at Liverpool March 11, ships Duncairn (Br), Chambers, New Orleans; Henry (Br), Irvine, do; bark Hartequin (Br), Hill. Pensacola. Arrived at do 12th, steamship Nederland (Beig), James, Antwerp for Phitadelphia via Queenstown (where she put back March 3, damaged).

Arrived at Deal March 12, ship Euterpe (Br), Phillips, San Francisco via Queenstown.

Arrived at Falmouth March 12, bark Bisurrezione

(Ital), Dellepine, New York (see above).

Towed into Scilly March 12, bark Columbus (Br),
Pomers, from Darien for Waterford (see above). Arrived at Cardiff March 12, Bark Olustee (for), Chis-

Arrived at Carelli March 12, Bark Olustee (for), Chisham, Galveston via Antwerp.

Arrived at Greenock March 12, steamship Olympia (Br., Young, New York for Glasgow.

Arrived at Queenstown March 9, bark Roseneath (Br.), Gibson. Philadelphia; 11th, brig Camilla (Aus), Soich, New York.

Also arrived 11th, 11 PM, steamship Atlas (Br), Hosea son. Boston for Liverpool.

Arrived at Belfast March 11, bark Osmo (Rus), Hamilla Arrived at Antwerp March II, ships Hercules, Lincoln,

San Francisco via Queenstown; James A Wright, Morrison, do via do; bark Norah (Nor), Christensen, New York via do. Arrived at Flushing March II, barks Sunny Region

(Br), Smith, New York; Beretta & Cogho (Ital), Bara-chino, do via Queenstown; Carl Angell (Nor), Olsen, do via do. Arrived at Gothenburg March 11, bark Gustav Adol (Swe), Janssen, New York.

Arrived at Lisbon, bark Marianna VII (Port), Car-

valhe, Philadelphia. SAILINGS. Sailed from Liverpool March 11, ships Tonawanda, Turley, United States; Alexander, Givans, do; Prince

Eugene (Br), Smith, do. Sailed from London March 11, ship Niagara (Br), Pickard, San Francisco; bark Formica (Nor), Herseth, Phila-Sailed from do 10th, steamship Kong Sverre (Nor),

Dannevig, New York.
Sailed from Dublin March 11, bark Valkyrien (Nor),
Andersen, United Sintes.
Sailed from Rotterdam March 10, brig Sibai (Nor), Hansen, United States. Passed Flushing March 12, AM, steamship Cybele

(Belg), from Antwerp for New York. Foreign Ports.

Aspinwall, March 4—Sailed, steamship Colon, Hudsen, icw York via Kingston, Ja. Caoiz, Feb 20—Sailed, bark Harrisburg, Howes, Glou-CADZ, FOD 20—Salied, para Vector.

NANAINO, Fed 23—Salied, bark Wellington (Br), White, San Francisco: brig Lev! Stevens, Newberry, do. Panama, March 2—Arrived, steamship Arizons, San Francisco.
Salied ith, steamship Nevada, Howell, San Francisco. St Jours, NF, Feb 19—Arrived, schr Mary Lizzle (Br), Ward, New York.

Cleared 21st, schr Annie L (Br), Drske, Foston. Valescia, Feb 17 (not March 2)—Arrived, schr Maud, Robinson, New York.

American Ports.

American Ports.

BOSTON, March 12—Arrived, steamship Hercule.
Winnett, Philadelphia.
Cleared—Steamship Gen Whitney, Hallett, New York;
ship Lettle Warren 13rt, Lucas, Liverbool; schr Elizabeth Segar, Green, Lane's Cove, to load for Brooklyn.
Sailed.—Steamship Gen Whitney, and Panther; ship Lettle Warren: bark Cloride; schr Flying Foam. The brig Lizabel sailed Wednesday.
BALTM Sailed.—Steamship Gen Whitney, and Panther; ship Lettle Warren: bark Cloride; schr Flying Foam. The brig Lizabel sailed Wednesday.
BALTM Sailed.—Steamship Gen Arrived, schr D V Streaker, Glared.—Schr Hannah Little. Ingersoll. New York. 12th.—Arrived, steamer Octaora. New York cleared.—Steamer Swing Carora. Sew York; Cleared.—Steamers Wim Crane, Howes, Boston; Wim Woodward, Young, New York; bark Carlotta (Ital, Bellamoia, Queenstown or Falmouth for orders; brig Acolus, Cardenas; schrs Mary Stanlish, Boston; Lucy Caldwell, Belfast, Me; Freeman, Avela. Beverly, Mass.
Sailed.—Ship Sirius (Ger), Moller, Bremen; brig Rabboni, Coombs, St Thomas; s.hr D F Keeling, Robinson, Nassau, NP.
BULL RIVER, SC, Feb 27—Arrived, brig Tawe (Br), Murray, Fungchal; schr Henrietta, Harrison, Charleston. In the river March & schr Hattle Turner, for a Northern port, leg lumber.
CHARLESTON, March 9—Arrived, bark Idou (Nor).
Falck, Dorchester, E (not as telegraphed). In the offing, barks Jardine Bros (Br), and J B Duffus (Br), both from Liverpool, and a brig.
Liverpool, and a brig.—Arrived, bark Idon (RP), Horn, London, seeking.
Contry Cr. School, Schr Hattle (Trom Cardenas).
Ballmore.
FALL RIVER, March 9—Arrived, schr Abel D Buck-lev, Beakley, Philadelphia.

Sailmore.
FALL RIVER, March 9-Arrived, schr Abel D Buckley, Buckley, Philadelphia.
Sailed Sth. schr S S Tyler. McCarthy. New York.
GALVESTON, March 6-Arrived, bark Tancred (Nor),
Jueil, Liverpool via Nouthwest Pass.
11th-Arrived, bark Mary Mark (Br), Pirouet, Liverpool
pool.

Jueil, Liverpool via Nouthwest Pass.

11th-Arrived, bark Mary Mark (Br), Pirouet, Liverpool.
Outside—Bark Diamant (Nor), Molberg, from Liverpool; brig Iris, from Dundalk.
Cleared—Bark Flora (Ger!, Gozstad, Bremen.
NEW ORLEANS, March 12—Cleared, ships Alpine
Br), Linders, Liverpool; Sea King (Br), Scott, do; barks
Adriate (Br), Clark, do; Asta (Nor), Larsen, Reval.
Arrived at the Passes 12th, basks Marseilles, and Nathaniel (and both salied for Pensacola).
Salled—Bark Erna.
NORFOLK, March 10—Arrived, schrs Joseph R Fish,
Rowby, Rockport; Bettle Pearce, Howes, Boston.
NEWBURYFORT, March 10—Arrived, steamshin Rathesnake, Pierce, Philadeichia; schr Edward Lameyer,
Milliken, Mayamez, PR.
NEW BEDFORD, March 10—Arrived, schr Bachel S
Miller, Jarvis, Philadeiphia.
Salled—Schr WD Mangam, Chase, New York.
NEWFORT, March 9, PM—Arrived, schrs J V Wellingston, Rich, Kennebec River for New York: Messenger,
Hathaway; R S Dean, Macomber, and Whistler, Keefe,
Taunton for do; Gem, Crawford Rockland for do; W D
Mangam, Chase, New Bedford for do; Emma Bacon,
Bearse, Hoston for Philadeiphia.
Salled—Schrs David G Floyd, Clifford, New York for Pall River; Salle W Pon er, Thrasher, do for Providence: Longwood, Rogers, Boston for Virginia.
11th, AM-No arrivals.
The outward bound vessels remain as before reported,
except the above reported salied.
NEW HAVEN, March 11—Arrived, schr Mary Mehale,
Hall, Baltimore.
PORT ROYAL, SC, Feb 25—Cleared, bark Kate Cover

all. Baltimore.
PORT ROYAL, SC, Feb 25—Cleared, bark Kate Covert by, Minchin, Newcastle, E; 27th, Bessie H (Br), Mcaus, London; 28th, suite (Br), Morris, do; March 4, br Georgia, for St Domingo.
PHILADELPHIA, March II—Cleared, schr H N Milter, Manus, London; 28th, Smille (BC), Morris, do; Marcu s, schr Georgia, for St Dominso.

PHHLADELPHIA, March II—Cleared, schr H N Milter, Miller, Newburyport.

12th—Cleared, schrs Joseph Hay, Butler, Providence; Pieneer, Lathrop, Cuba.

Nawcastle, Del, March 12—The schr ashore on the upper end of Port Delaware remained unchanged last evening. Passed down yesterday, brig Gipsey Queen, for Cleaftegos; schrs Mary Miller, tor Norwich; Isaac L Clark, for barbados; Soothe Wilson, for Matanzas; Thos N Stone, for Cardenas; Wm L Abbott, for Portsmouth.

Schr Caroline Young, from Philadelphia for Weynouth, Mass, came to anchor off here yesterday afternoon, having sprung main gasf; will repair and proceed.

Lewes, Del, March 12, AM—Arrived last night, bark Chili, from Liverpool for orders. Schr Addis Murchig left for Philadelphia last evening, and brig John Welsh, J., for New York this AM. Snip Harding and the German bark before mentioned went up inder tow this Millam, brigs Autora and J H Jenniuga and schr lasac L Glark last night. Brig Nina remains and Jark A H Kirs Bill. Miller Aller of the Schrift of the Miller of the Miller

PAWTUCKET, March 11—Sailed, schr Anthony Burton,

eiphia.
Cleared—Schrs Charlie H Dow, Hawes, Boston; Wacones, Fernandina.
Salied—Brig Prosperite (Nort, Beruldsen, Wasa-Somers-Brig Prosperite (Nort, Beruldsen, Wasa-Somers-Brig Prosperite (Nort, Beruldsen, Wasa-Hobosen, Philadelohia; Julien Nellson, Weeks, Hobosen, lith—Arrived, schr Highlander, Wood, Hoboken, Salied—chr Wm D Marvel, O'Keefe, Ballimore.
SALEM, March 19—Salied, schr John D Williams, mith. Baltimore.

Smith, Baltimore, WILMINGTON, NC, March 10-Arrived, steamship Fanita, Doane, New York: schr Lucy Wright, Elzey, do. MISCE LLANEOUS.

A BSOLUTE DIVORCES OBTAINED IN DIFFERENT A States desertion, &c., sufficient cause; legal every-where; no publicity required: no charge until divorce granted; advice free. HOUSE, Attorney, 194 Broadway. A. HERALD BRANCH OFFICE, SROOKLYN, COR-

Folton avenue and Boerum str Open from 8 A. M. to 9 P. M. On sunday from 3 to 9 P. M.

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State. FREDERICK I. KING, Counsellor-at-Law, 368 Broadway.

DETHESDA'S TRIUMPHS-MEDICAL TESTIMONY-Three score years and ten restored to health.—Dr. Three score years and ten restored to health.—Dr. A. B. Heath, No. 20 Broadway, New York:—Dear sill-years for year years and ten the state of t

Bark Risurrezione (stal), Deliepine, from New York